

ROYAL NEIGHBORS TO ADOPT CLASS

Three Hundred Are to Be Taken in at School of Instruction in Moline July 12.

SUPREME OFFICERS TO ATTEND

Question Box Will Be a Feature of Gathering—Final Plans Made on Thursday.

Royal Neighbors from all over this section have been invited to attend a school of instruction and class adoption to be held in Eagles' hall, corner Fourteenth street and Sixth avenue Moline, Monday, July 12. The first session will convene at 1 o'clock in the afternoon and the evening session at 8 o'clock, at which time a class of more than three hundred candidates will be adopted.

This large class has been secured through the united efforts of the camps of Rock Island, Moline, East Moline, Silvis, Watertown, Milan and South Rock Island, assisted by the following district deputies: Sadie Welty and Carrie Johnson, Peoria; Lynn Edgett, LaSalle; Mina Wood and Stella Daly, East St. Louis.

Many Supreme Officers Coming.

Supreme officers will be present, as this is the week in which the members of the executive council, board of supreme auditors and supreme receiver meet at the supreme office for the regular business of the semi-annual term, and all will attend and lend their assistance in the school of instruction. A question box will be a feature.

In the evening a short program will be rendered and a large class adopted. The initiatory work will be in charge of a staff selected from the various camps which has been especially drilled for the occasion by the state supervising deputy and the beauties of

the ritualistic work will be impressively exemplified.

Officers and committees from the Rock Island camps will meet at the supreme office tomorrow night to complete arrangements for the final meeting.

YALE TRAVELERS IN POOL PERFORMANCE

Clinton, Iowa, July 1.—When the steamer P. Weyerhaeuser steamed to the dock at Clinton Tuesday evening, the cars on the boat were run off, met by other cars in the city and the entire pleasure party went to Oakhurst for a short visit. The group consisted principally of Yale undergraduates who have been guests at the home of Mr. and Mrs. S. B. Davis, Rock Island, special friends of their son, Edwin W. Davis. A dinner party was given in their honor Monday evening and Tuesday afternoon the boat started on a trip to St. Paul.

After the boat left Rock Island, 10 young ladies, chaperoned by Mrs. Davis and Mrs. Marshall started for Clinton by auto, and all met at Oakhurst, the home of Mrs. M. J. Gates, where the men gave an aquatic exhibition in the big swimming pool, the young ladies returned to Rock Island early in the evening and the boat proceeded on its journey to St. Paul. The party expects to stop at LaCrosse and motor to Winona, two cars carried on the steamer for such pleasure trips.

In the group were Robert Marshall, Paul Davis and Samuel Davis, who look after the young men on the outing. H. N. Grieb of New York city, his father the head of the Ajax Grieb motor car company; O. A. Williams of Trenton, Ohio; T. A. Robinson of Pittsburgh; T. Penny, Jr., of Buffalo, N. Y.; J. D. Nagel of New York city; G. C. Keeler of Grand Rapids, Mich.; L. S. Hardin of Charlestown, Ill.; F. K. Weyerhaeuser of St. Paul, the third Frederick Weyerhaeuser of this celebrated family; Robert Marshall, Jr., Thomas B. Davis, Jr., of Rock Island, A. L. Gates of Clinton and the host, Edwin W. Davis of Rock Island.

Mr. Gates parted with the company at Clinton having to forego the remainder of the trip because his plans were all made for a western journey. He leaves tonight for St. Paul where he will meet another Yale man from Kenosha, Wis., and the two will join the military camp at Presidio, Cal. A third classmate, a Mr. Hopkins, residing in Texas, will meet them in San Francisco.

French Biplane Driven Off. Stuttgart, July 1, (via wireless to Sayville, N. Y.)—The Württemberg minister of war today announced that a French biplane on Sunday approached Friedrichshafen, where the Zeppelin hangars are situated, coming from Constance. The machine was bombarded by anti-aircraft guns and it turned back after dropping three bombs between the Lake Constance shore towns of Scherzingen and Rapperswil, without doing any damage. The biplane returned to Switzerland, where it was compelled to land and the aviators were arrested.

ADMIT WILLS OF TWO TO PROBATE

A. H. Pollard Leave All to Sons and Grandson and Moline Man Gives to Wife.

Last will of Alfred H. Pollard, who died in Rock Island June 6, was admitted to probate by Judge B. S. Bell in county court yesterday afternoon. The instrument, dated March 10, 1912, leaves all to two sons and a grandson. It directs that Alfred Pollard, Jr., a son, receive a Knights Templar ring, sword, belt and other equipment of the order possessed by the deceased. Harvey D. Pollard is to receive a gold watch and chain, and Richard D. Pollard, a grandson, is bequeathed \$1,000. The son, Harvey D. Pollard, is also given \$1,000 and the rest of the estate is to be divided between him and his brother Alfred.

Richard S. Rice, late of Moline, bequeathed his entire estate to his wife Mrs. Briggie Rice, whom he also named as executrix, in his will which was admitted to probate yesterday. The instrument was dated Dec. 1, 1914. A house and lot in Moline and personal property valued at \$100 comprises the estate.

PAGE CABLES ARMENIAN TO BE A WAR CRAFT

(Continued from Page One.)

ing of the Armenian either directly or indirectly by the British government would have on the vessel's status, caused much speculation today. There has been, it was said at the state department, no explicit rules concerning the treatment of chartered vessels in time of war, but from various cases in the past the general practice has been to regard vessels as part of the military or naval forces of a belligerent only when either manned by commissioned or naval officers and when the vessel is on the naval list of a belligerent.

Collectors of American ports have had orders to prevent the departure of foreign military officers on board ships transporting horses or mules from the United States, and similarly clearance has been refused to all British vessels which were armed. Officials were inclined to believe that the chartering of the vessel by the British government would not affect vitally the merits of the case, because the character of the ship was that of a peaceful merchantman when it left the shores of the United States, and the crew was therefore entitled to be removed to a place of safety before the ship was destroyed.

Shows German Policy.

The case of the Armenian constitutes the first since the sinking of the Lusitania in which American lives have again been lost. The expectation here has been that Germany's reply to the last American note would make some concessions that would insure the safety of Americans on the high seas and especially on passenger vessels. Comparatively little attention has been given to the case of Americans on board belligerent ships which primarily carried freight and contraband.

The new aspects developed by the sinking of the Armenian were the subject of widespread comment, since it was pointed out in various quarters that the incident was most likely to draw forth some definite expression on the attitude which the United States will take concerning the association of American citizens with the carriage of contraband on ships chiefly devoted to such trade.

Armenian Tried to Escape.

When sunk by the German submarine the Armenian was carrying a cargo of 1,422 mules from Newport News to Avonmouth, the animals to be used by the French armies in Belgium and France. The vessel had a crew of 72 men and carried 96 men as muleteers.

The submarine was first sighted by the man at the wheel and though the ship was pushed to the limit the mosquito craft rapidly overhauled her and commenced shelling. The Armenian's efforts to keep her stern to the submarine were futile.

Eleven Americans Lost.

Avonmouth, England, July 1.—There were 11 Americans among the 19 members of the crew who lost their lives in the sinking of the Leyland line freight steamer Armenian by the German submarine U-38 off Trevose Head, Cornwall, on Monday. Some members of the crew were killed outright when the German torpedo struck the ship.

Life Boat Shot Away.

The faster vessel circled the freighter and the German commander, speaking through a megaphone, ordered the Armenian's captain to surrender or he would sink the ship.

The captain of the Leyland liner struggled hard to evade the under-sea boat, but the latter dropped a shell through a skylight into the steamer's engine room, putting the engines out of action. The Armenian then surrendered.

Life boats were lowered and the crew and 70 mule tenders, nearly all Americans, scrambled into them.

As one of the boats was being lowered a shell from the submarine cut the falls of the boat. The occupants were spilled into the water and presumably were drowned.

Five boats loaded with survivors got away. The submarine then fired two torpedoes into the Armenian and the vessel sank within 20 minutes.

The survivors rowed around in the boats until Tuesday morning when a steam trawler landed them at Avonmouth.

J. E. Reeves of Fon du Lac, Wis., has a muskrat farm. Not entirely satisfied with the results of that enterprise, he recently planted 2,000,000 frog eggs in his ponds.



Thomas Jefferson "Father of the Declaration of Independence"

THIS noble founder of the Democratic Party immortalized himself by writing our Declaration of Independence—the document which laid the foundations of Free Government, not only for our own beloved land, but for all the world. His countrymen twice elected him President and will always treasure his memory. Jefferson was the most ardent advocate of Universal Freedom of his time and it was his wisdom and foresight which brought about the Louisiana Purchase. Every drop of his Virginia blood loved Liberty, and because he wanted Americans to be assured of it for all time he championed with all his might and main the signing of the Constitution of the United States. None of the fathers of the Republic were more far-seeing than he and none knew better than he that a mild brew of barley-malt and hops is truly a temperance drink. Hence, in 1816, he wrote President Madison: "A Captain Miller is about to settle in this country and establish a brewery. I wish to see this beverage become common." Jefferson lived past his 83rd year and all his life he was a moderate user of light wines and barley brews. It is unimaginable that were he alive to-day he would vote otherwise than NO to proposed tyrannous prohibition laws. For 58 years Anheuser-Busch have been brewing the kind of honest barley and hop brews which Jefferson hoped in his day to see the National beverage of Americans. Exactly such a beer is BUDWEISER, its quality, purity, mildness and exquisite flavor have won its way to the top. To-day 7500 people are daily required to meet the public demand. Its sales exceed any other b

Visitors to St. Louis are courteously invited to inspect our plant—covers 142 acres.

ANHEUSER-BUSCH

A. D. Huesing, Distributor
Rock Island, Ill.



Budweiser

Means Moderation



DAY IN DAVENPORT

Seventy-Three Saloons Given Permits.—The permits of 73 saloon keepers of the city were renewed for a period lasting until Jan. 1, 1916, at the special meeting of the city council Tuesday evening. This includes all the saloons operating at present within the incorporated limits of Davenport.

Restaurant Burns; Loss Nearly \$300.—Stray sparks from a stove alighting in a basket of kindling resulted in a fire at One Minute Cafe at 325 Harrison street, Tuesday night, the damage totaling \$300. There is insurance. Louis Stahlmeyer, proprietor of the restaurant, left the kindling near the kitchen range when he left the building. The supposition is that a flying spark ignited the wood. The fire spread rapidly and when first noticed the interior of the kitchen was aglow and flames were shooting out the skylight. The alarm was turned in at 9:46 o'clock. A line of hose was used to smother the blaze. The eating house will be closed for a few days for repairs. Stahlmeyer was proprietor of a restaurant on West Second street about a year ago, when it caught fire.

Defendant in Divorce Case Awarded Child.—Annie Wenzel, defendant in the divorce suit brought by her husband, Charles Wenzel, was awarded the custody of the minor child, Frederick, and an absolute divorce, according to an announcement by Judge Letts Tuesday. The case, which has been occupying the attention of the court for the past week, was finally brought to a close. The decree has not yet been signed, as the question of the division of the property was taken under advisement by the court. Wenzel originally filed suit for separate maintenance. The defendant returned with a cross petition asking a divorce, and the case went to trial. Both allege cruel and inhuman treatment, and both asked the custody of the boy.

Court Rules Against Jit Bus Men.—The jitney bus men lost another step in their fight against the city regulatory ordinance yesterday afternoon when Judge M. F. Donegan handed down a decision which sustained the city's demurrer. In the decision Judge Donegan said that there was no evidence so far introduced which showed that actual damage had been done the jit bus business. The jit men were given until Friday morning to file an amended petition.

Obituary Record.—John Friedrich Ludvig Aye, aged 61 years and six months, passed away at the home of his son, Rudolph, 2502 Boile street, after a lingering illness. He was born Dec. 28, 1854, in Schleswig-Holstein, Germany, and came to America, and to Davenport, with his parents at the age of 4 years. He married Miss Elizabeth Lage, in 1872. She preceded him to the grave in 1902. For a number of years he conducted the Washington Garden in Northwest Davenport, and for the past 13 years he has been connected with his son in the grocery business. He was a member of volunteer fire department company Liberty No. 2. He is survived by one son, Rudolph; one grandson, Charles, and a daughter, Mrs. Aye.

ter-in-law, Mrs. Bertha Aye. The funeral took place today.

Mrs. Bessie Burdall, aged 25 years and six months, passed away at the home of her father, L. S. Leonard, 2319 McKinley avenue, after an illness of a month's duration. She was born Jan. 16, 1890, in this city, and has resided here ever since. She is survived by her husband, Robert, one son, Robert Jr., her father, L. S. Leonard, three sisters, Agnes, Pelegie and Elsie, and three brothers, George, Charles and Laural, Jr. The funeral will be held at 8:30 o'clock Friday morning from the home of her father, Laurel S. Leonard, with services at St. Alphonsus' church at 9 o'clock. Interment will be made in Holy Family cemetery.

Licensed to Wed.—Yengoe C. Porth of Calamus and Theresa Pave of Dixon; Harry Porth and Hazel Britton, both of Sanborn, Iowa; W. G. McDougal and Regina Linzer, both of Rock Island, and Elmer V. Offerman of Eldridge and Edna A. Dengler of Davenport.

Proposals for the general reconstruction of a school building to be erected on the corner of Twelfth street and Tenth avenue, Rock Island, Ill., and also proposals for the plumbing, heating and electrical work, will be received up to the architect building, Rock Island, Ill., until 10 o'clock.

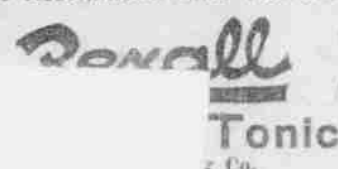
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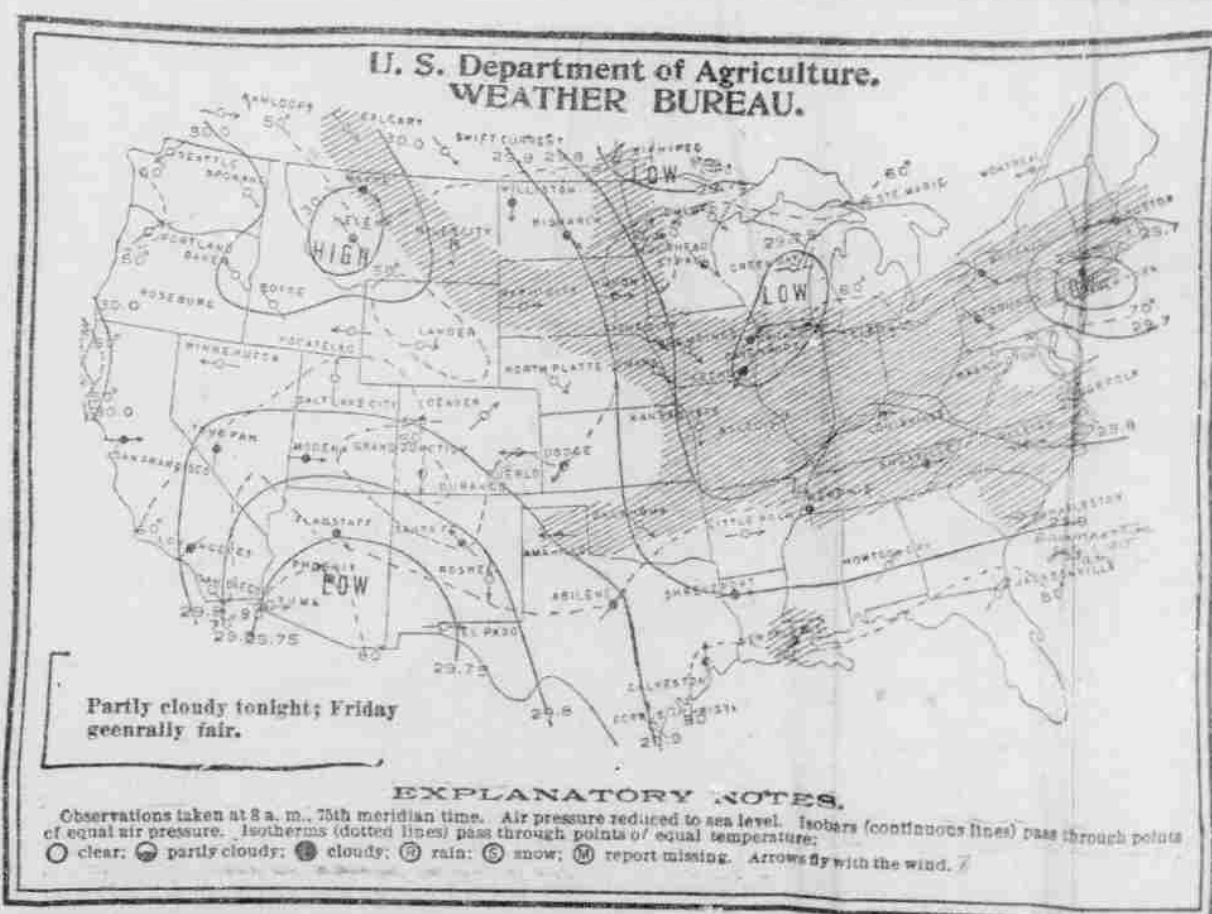
each bid as follows: General construction, \$500, plumbing \$150, heating \$150, electric wiring \$75. Checks shall be made payable to H. H. Cleveland, president of the board of education. Plans may be had in the office of the architect. Right is reserved to reject any or all bids.—(Adv.)

All the news all the time—The Argus.

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Daily United States Weather Map



WEATHER OBSERVATIONS.

The pressures are generally below the normal in all portions of the observation field, except the northern portion of the Rocky mountain region, with the greatest barometric depression in southeastern New York. The attendant scattered showers and thunderstorms have occurred in the territory from the eastern Rocky mountain slope to the Atlantic coast. At Boston the rainfall amounted to 2.54 inches, and at New York, to 1.62 inches. An area of moderately high pressure and lower temperature is central over Alberta. The eastward movement of these conditions will be attended by partly cloudy weather in this vicinity this afternoon and tonight, followed

by generally fair Friday, and without much change in temperature.

OBSERVATIONS.

	High.	Low.	Prev.
Boston	82	62	234
Buffalo	70	60	82
Davenport	80	61	80
Denver	76	52	80
Kansas City	72	58	58
Kansas City	72	58	58
New Orleans	82	74	74
New York	74	64	182
Norfolk	80	70	74
Phoenix	106	84	80
St. Louis	82	64	80
St. Paul	80	60	80
San Diego	74	60	80
San Francisco	82	52	80
Seattle	84	62	80

	High.	Low.	Prev.
Washington	84	68	80
Winnipeg	72	50	81
Yellowstone	68	42	80

DAILY RIVER BULLETIN.
Flood stage. Hgt. Chgs.

Saint Paul	14	9.5	+0.4
Red Wing	14	4.7	-0.1
Reeds Landing	12	6.6	-0.1
La Crosse	12	7.9	-0.1
Lansing	12	8.8	0.0
St. Louis	18	8.0	0.0
St. Paul	18	8.0	0.0
Dubuque	18	8.8	-0.1
Le Claire	19	4.6	0.0
DAVENPORT	15	6.8	0.0
Keokuk	15	8.0	+0.2
Saint Louis	20	29.4	-1.0
Memphis	20	19.2	-0.1
New Orleans	20	15.0	+0.2

J. M. SHERRER, Local Forecaster.



\$1,635,000 Hidden In This Year's Goodyear Tires

Here are amazing facts: Goodyear Fortified Tires contain five costly features found in no other tire. They have other features not common.

If we omitted those features, this year's probable output would cost us \$1,635,000 less. We could add that much to our profits. And you would never know it until troubles came.

This year's improvements alone will cost us \$500,000 yearly. Most of this goes into extra rubber—all into extra tread. And we shall spend on research \$100,000 this year to find other betterments still.

Users Save \$5,000,000

Yet our 1915 price reduction—made February 1st—will save Goodyear users about \$5,000,000 this year. And that was our third reduction in two years, totaling 45 per cent.

These extra features—used by us alone—will save users millions more.

That's why Goodyears dominate. They have long outsold any other. They are gaining new users faster than we can supply them. We hope, for your own sake, that they'll soon win you. Any dealer will supply you.



Goodyear Service Stations Tires in Stock

ROCK ISLAND..... John Dee Auto Sales Co.
Melin & Wright.
Totten Auto Co.
Tri-City Auto Supply Co.
CAMBRIDGE..... A. J. Crawford
Geo. Washburn & Son.